

The

National

Falcon

News

MAY 2018

MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1963 Falcon Futura Convertible
Lindalu Barber
Trussville, Alabama

ON THE COVER

**Lindalu Barber (FCA #15608) of Trussville,
Alabama's 1963 Falcon Futura Convertible**

This Falcon Futura convertible caught the Editor's eye at the 2017 Tennessee Regional. Little did I know at the time, it had quite an amazing history. After speaking with Lindalu at the Regional, she began to tell me her story, along with her Falcon's history. From family tragedy, to vehicle crashes, to high school reunions—this car has been a part of it all. Thank you to Lindalu for sharing her story with us.

The article and photos starting on page 16 tell a part of the incredible journey of Lindalu and her 1963 Futura convertible.

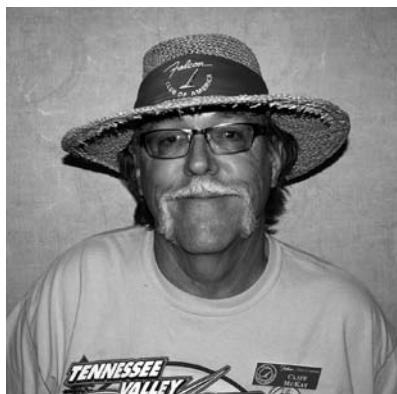


FROM THE EDITOR

Do you and your Falcon have a story to tell? Do you have a cover-worthy photo of your Falcon? The rest of the Falcon family would love to see it read about it. Cover photos need to be high resolution digital photo, 300 dpi and 8 x 10 inches. Do you have any old Falcon articles, related clippings, or old family photos of a Falcon and your family you could share with our readers? Send your photos or articles to the Editor by email or mail us a CD or DVD to the addresses at the bottom of the page. If you have questions, send them to me in an email.

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Cliff McKay
FCA President

“Our FCA Club Store has already placed orders for a lot of nice items and in varying popular colors for the Nationals.”

Spring is really busting loose around here. Here's to all of us who are now able to take full advantage of extended daylight hours and the much better weather to get out, play with, and show off our Falcons. I have already been to an early spring regional and several local car shows this season and my bet is you all have too. All those great Falcons should be soaring and roaring again! I trust you used the long winter months to get your Falcons all dressed up, ready to show, and shine alongside the best in your area.

Spring and summer are the best times for chapters to get out and look around our local areas for new Falcons as well as prospective new members. Invite folks to participate in some local fun with our great Ford cars, trucks and vans. Use those FCA cards to introduce yourself and share your personal FCA experiences as a positive recruiting tool. Take along a recent FCA newsletter to show and share as well.

The month of May will be busy for many of us with lots of non-Falcon stuff happening. Don't forget Mother's Day, Memorial Day, and all those graduations. Capital City and Bon Temps have both had great regionals in April and here's to Keystone, and Ohio Valley chapters pulling off great spring regionals in May.

Our FCA Club Store has already placed orders for a lot of nice items and in varying popular colors for the Nationals. We are trying again to come

up with a great assortment of FCA clothing in various sizes. This usually means we just take our best shot and base our orders on previous sales in quantities of different sizes. We continue to request your feedback so we better focus on providing items you all want.

Speaking of Nationals, don't delay in getting your event registration in for the meet in Wichita, Kansas soon. The host Marriott hotel is a very nice facility, but note that additional smaller hotels are close around it that are pet friendly if you need that option. Sounds like it will be a big show and July is nearly here!

I encourage members to include kids in your plans to attend car shows. One aspect of our FCA heritage is to share your Falcon interests with showgoers who make an effort to check your cars out. You may not think your car is a “show” car when you are out and about. But when folks ask about your vehicle, you are really “showing and sharing” your Falcon. Some of those folks could become new Falcon owners and possibly FCA members too!

Take care and may God bless us one and all. Now get those birds out flyin' safely down our highways again. Have fun getting them out for spring regionals, cruises, and car shows.

—Cliff McKay (FCA #7987)
Peck, Kansas

CARBURETORS

By Dick Harrington



I came to the realization one day that the introduction of the Ford Falcon is the midpoint of automobile history. Current year 2018 minus first year of production 1900 equals 118 years; 118 divided by two is 59 years; 1900 plus 59 is 1959—the year the first Falcon was sold. The college I worked at has an ASE certified automotive program, but the ASE curriculum no longer includes carburetors or distributors—for obvious reasons.

At the Falcon Nationals in Sacramento, one of my good Falcon buddies drove all the way from Maryland in his 1964 Falcon convertible that he has owned since new. By the time he reached Sacramento, the Falcon had a split radiator, no brake lights and was running rough. A new radiator was located and installed. The brake lights just needed to have the air bled out of the hydraulic switch. To cure the rough running engine, the points and the condenser were replaced, the engine properly timed and a quickie rebuild was done on the carb. A

note to those of you that have made upgrades to your Falcons: know what parts you have changed. This Falcon had a newer 200 I6 so asking for a rebuild kit for a 1964 Falcon was not possible. By the time this Falcon left Sacramento, it was running well. About 400 miles later the Falcon stopped for gas. A few more miles down the road the Falcon began running rough

“I have used Treadwell Carbs many times. They do a remarkable job and are always prompt with their service. I would highly recommend them to any Falcon member.”

**—Rich, Owner/Optician
Falcon Optical
Dryden, New York**

due to bad gas, eventually only capable of 15 mph. It was limped in to the nearest Ford dealer, where it was remarked that “it was not the first vehicle they had seen with this issue.” The Ford dealer flushed out the gas tank, fuel lines

and fuel pump. When it came to the carburetor, they did not have a technician that knew anything about carbs. They were kind enough not to charge for any work since they could not get it running. The Falcon finished the trip on a trailer.

So, where does one find a carburetor rebuilder? Here in the back woods of upstate New York, of course.

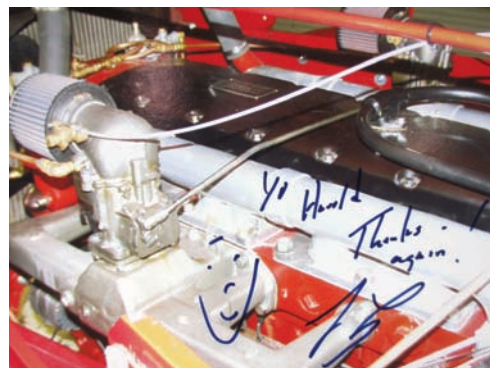


Treadwell Carburetors

Treadwell Carburetors is in Treadwell, New York, a town with no traffic lights, or much of anything else for that matter. Harold Leitenberger began rebuilding carburetors shortly after leaving the service. He started in a carburetor re-manufacturing shop on Long Island that had seven full time mechanics. Deciding that the country lifestyle better suited and



The fire truck carburetor was built by Treadwell for an appreciative client—Jay Leno.



There are carburetor parts and carburetor kits for just about every carburetor ever manufactured.



his wife Rosemarie and him, they relocated to Treadwell. They began as an automotive repair shop but eventually began specializing in carburetors only. Today the business is worldwide. Harold has passed away, but his son Jim has continued the business along with Rosemarie and his sister Patty.

If you drive into Treadwell, you would stand a chance of not seeing the shop; it sits up off the road. The signage is old and rusty. Once inside you would be overwhelmed by the parts racks. Shelves filled with carburetor rebuild kits and drawers filled with parts. There are carburetors of all sizes, vintages and makes.

Falcon carburetors are common to Jim and he has a few Falcon customers that have used his service. He has done exotic stuff like Delahey, Pierce-Arrow and an American La-France fire truck. The fire truck carb was done for Jay Leno. Jim pulled an envelope out of a drawer that contained two photos, signed by Jay, of the firetruck. Impressive!

As we toured the shop, a press was in one corner along with some plywood and metal dies. Jim makes the dies to manufacture carb gaskets that are no longer available.

Jim demonstrated the process for me. I love to tinker, and believe me the patience needed to make one of those dies probably can't be measured. A lathe and milling machine are also part of the shop. If a part is not available it can be made from scratch.

So, what is involved in a quality rebuild? A carburetor is first disassembled and hot-tank cleaned. Before re-assembly, the carb parts are tumble polished

to restore that new look. Once the carb is re-assembled and initial adjustments are made, the carb is placed on an engine, the engine is run and final adjustments are made.

—Continued on page 6



An older Chevy pickup truck provides the test bed for rebuilt carburetors.



This a cabinet door in William Rich's Falcon Optical business. Note the Treadwell Carburetor ad in the lower right corner.



If they do not make the gasket anymore, no problem Jim can make it.

CARBURETORS

—Continued from page 5

What does it cost?

When I rebuild a carburetor, it takes me about six hours to disassemble, clean, reassemble, install and adjust. It usually requires a little more tweaking before I have all the bugs out.

A typical carb re-build kit is in the \$20 range. Adding chemicals for cleaning is probably another \$10. You can work out the final cost using what you believe is a fair cost for labor. Or you can send the carb out.

Treadwell Carburetor basic charges are:

One-barrel carb \$130–\$140

Two-barrel carb \$150

Four-barrel carb \$160–\$175

Shipping charges are not included in the prices. Typical turn around is two to four weeks.

Rosemarie does all the bookkeeping and shipping. She went into her files and pulled out a customer that owns Falcons. I looked up the Falcon owner in the FCA directory and made a call. William C. Rich, Jr. (Rich) has used Treadwell Carburetors for many years. Rich stated, "they are looking beautiful when I received them; I bolt them on and they run like a top." Rich has owned 43 Falcons and has a barn full of parts. He has sent all sizes of carburetors and the results are always top notch.

If you want a carburetor re-built professionally at a fair price, call Rosemarie, and Jim will fix you up.

—Dick Harrington (FCA #12563)
Delhi, New York

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CALENDAR OF EVENTS

MAY 4-5, 2018

19TH KCFCA REGIONAL • BETHEL, PENNSYLVANIA

Hosted by Keystone Chapter

JUNE 1-2, 2018

OHIO VALLEY REGIONAL • DAYTON, OHIO

Hosted by Ohio Valley Chapter; Use form on wrap to register.

JULY 18-21, 2018

FCA NATIONAL MEET • WICHITA, KANSAS

Hosted by Wheat State Chapter; Use form on wrap to register.

AUGUST 17-18, 2018

NORTHEAST 20TH ANNUAL REGIONAL • WARWICK, RI

Hosted by Northeast Chapter

AUGUST 31-SEPTEMBER 1, 2018

CAROLINAS REGIONAL • KANNAPOLIS, N. CAROLINA

Hosted by Carolinas Chapter

JULY 2019

FCA NATIONAL MEET • WINTER PARK, COLORADO

Hosted by Mile Hi Chapter

To be included in our Calendar of Events and listed on our website, be sure and send your upcoming FCA event information to both fca.editor@yahoo.com and admin@falconclub.com.

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OUT AND ABOUT WITH THE NORTHEAST CHAPTER



Before the snows hit the northeast United States in the winter of 2018, the weather was beautiful for Falcon Club outings.

Northeast Chapter members attended the Fort Adams State Park Car Show in Newport, Rhode Island. Their September meeting was held at the Kaechele's in Lebanon, Connecticut where they found some really fun automobile memorabilia.





Photos By Stan Porter
Article By Kevin & Lauren Gabel
Editors, *The Falcon Times*



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THE FALCON FOLLOWS TRADITIONAL WAGON LINES. IT IS MADE AVAILABLE IN EITHER TWO- OR FOUR-DOOR MODELS, EACH SEATING SIX.

Debut of the **FALCON WAGON**

FORD's Falcon is in the news again, this time in the guise of a neat little station wagon. All things being relative, it's big and roomy and has a slightly different personality than its sedan counterpart.

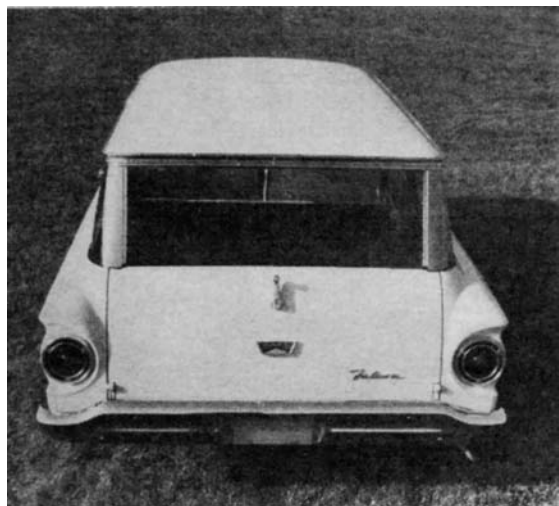
Held back from final production until the passenger car version could be evaluated for public acceptance, the new wagon encompasses most of the features one would look for in a station wagon, i.e., comfort, low price, economy and adequate cargo area.

Priced in the \$2200 bracket, the latest Falcon represents the lowest cost domestic compact wagon and, except for one competitor, it offers the most interior room. 7.9 inches longer than the sedan and .6 inches higher, the new vehicle shares the 109.5-inch-wheelbase of the other unit but is approximately 200 lbs. heavier.

From the outside it carries the basic Falcon styling theme back through the door area. From there rearward, it's all new sheet

metal with an attractive rear end/tailgate treatment and a roll-down rear window. The latter is actuated by an exterior handle and the gate folds down to a convenient height for loading.

Like the Falcon sedan, the new wagon is available in two trims; chromy or not-chromy, with the usual extra items such as right-hand arm rests, etc., a part of the most expensive trim package. The same few accessories that are listed for the passenger



REAR WINDOW rolls down into gate by means of crank. An accepted procedure this marks its first appearance on a Ford.

CARGO area is long and large for a car with a 109.5-inch wheelbase. Spare is stored in well beneath hardboard cover at right.



cars are also listed for the wagons, namely a manual and/or pushbutton radio and the usual heater/defroster, cigar lighters, etc.

Running gear has been slightly altered with stiffer springs (rates) and shocks the major changes. The in-line six-cylinder engine that powers the Falcon sedan resides under the hood of the wagon. The 90 horsepower, adequate for the lighter units, is strained a bit when pressed hard in the heavier wagon but the installation of a 3.56 rear axle instead of the 3.1 unit as fitted in the sedan, gives the new car some boost. The only ill effect of such a combination will probably be a slight-decrease in fuel economy, but, since the Falcon engine/drive-train set-up appears to be the most economical of the new compacts, a range of 22/25 mpg is expected.

The interior, up front at least, is strictly Falcon. The same wide doors allow you to enter and exit easily and the same comfortable seats greet and hold the rider. Instrumentation is identical to the earlier unit and visibility remains excellent all around.

From the back of the front seat, the car is new with a wide second seat and behind that, a flat floor back to the tail gate. The hip

room on the rear sofa is 56.8-inches and the head room is 37.3-inches, very near the same as the two-door Falcon sedan.

The second seat folds forward when two side latches are released and is supported by a novel wire brace that is attached to the outside of the seat cushion. When folded in such a manner, the car offers 86.7-inches of floor length from the back of the front seat to the closed tailgate. When the seat is erected, there's 53 inches available in the same area. In the former position the new wagon offers 76.2 cubic feet of cargo space and when used as a full six-passenger vehicle the special allotment is 42.7 cubic feet, both large dimensions when the total car's exterior length and breadth is considered.

Spare tire placement is neat and well thought out with a well on the right side of the floor set aside to hold this necessary evil. A hardboard cover (removable) slides into place to cover the well and the tire iron and jack.

As mentioned, the new wagon has a personality all its own. You're aware of this from behind the wheel more so than in the passenger slot because the car handles quite differently than the sedan although the ride

in either seat is much firmer, in fact almost truck-like to a degree.

It corners flatter than the sedan, leans much less and responds to steering wheel movement a mite quicker. This alteration to handling quality (and ride) can no doubt be traced direct to the stiffer spring rates and shocks. With driver and passenger up, and no cargo, the car sits up on its stiffer suspension quite high but you aren't at all conscious of the "top heavy" sensation that several compact and conventional wagons pass along.

As for acceleration and passing speeds, both suffer slightly due to the added weight. As pointed out above, the higher (numerically) axle ratio makes up for this discrepancy somewhat, but the Falcon wagon isn't a bomb!

At announcement time, a two-door and four-door model will be available, both six-passenger units. No plans are underway at present for a nine-passenger wagon (a la Valiant) but possibly, if the demand warranted it, such a vehicle might go into production.

—Reprinted from *Motor Life*, March 1960



Announcing two new-size wonders from America's Station Wagon Specialists... THE NEW FORD FALCON WAGONS

They're Falcon for price—America's lowest priced 6-passenger wagon! They're Falcon for size—more compact, more maneuverable—yet they have the largest cargo area of any compact wagon! They're Falcon for gas savings—up to 30 miles a gallon!

Here's the fairy tale that came true—a wonder-working wagon big enough to do everything you want a wagon to do, yet

small enough to help your budget in wondrous Falcon fashion. You have a larger cargo area than in any other compact wagon—over 7 ft. long. Practically no wagon job ever calls for more! And the passenger area in these new Falcon wagons is built for people with full headroom, bed room, big room, big room for six husky adults. Their openings are wide. Windshield posts are swept forward out of your way for easier exits and entrances. Room for people? Indeed!

The Falcon is America's lowest priced 6-passenger wagon. And the *Thrifty!* You go up to 30 miles on a gallon of regular... can save up to 15% on insurance... not repair costs to a minimum... change oil only once every 4,000 miles. You save because of all the "extras" you get too don't pay for. Five upholders... arm rests... seat belts... sun visors—are all included in the one low price. You'll find Falcon money grows on you! See us today at your Ford Dealer.



Last year I wrote a series of articles about relaunching The Red Rocket, which was met with a positive response, so I decided to write a few articles about another recent acquisition, a 1963 Sprint hardtop.

First, a little history on how I ended up owning the car. During the business meeting at the 2017 Nationals in Sacramento, Chris Sword sat down at my table and handed me a folded, crumpled flyer advertising a 1963 Falcon hardtop for sale. He did not say where he had found the flyer, but I stuck the flyer in my pocket and brought it home with me.

A few days after arriving home from the National, I took another look at the flyer. The hardtop was red with a gold interior. I suspected that the car had been repainted as, at the time, I did not believe that the gold interior was available with the Rangoon Red exterior paint. Further research proved that I was wrong, the red/gold combination was available, but apparently not very common in 1963. I contacted Mike, the owner of the Sprint, who told me that the Sprint belonged to his partner and that he did not know much about the car other than it had spent the last fifteen years in his garage. His partner had recently passed and as he was not a car guy, he needed to sell the Sprint. I asked for more pictures, including the door tag. As I suspected, the door tag indicated that the Sprint was originally white, and had been repainted red, which Mike confirmed. Upon studying the pictures and door tag, it became clear that the car was not just an ordinary 1963 hardtop, but was indeed a 1963 Sprint hardtop. As Mike really did not know enough about the car to answer any questions, I decided to take a chance and buy the car. He and I came to terms and no, I'm not



THE SPRINT PROJECT

A Series By Jeff Schira

When inspecting the wheels and tires, I found something that I have never seen before. The wire wheel covers where actually wired to the wheels to prevent theft.

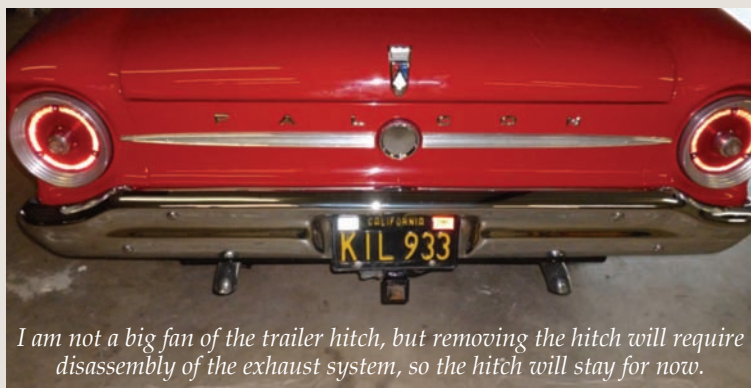


I would hate to be the person changing a flat tire in the middle of the night in the rain and trying to remove those wheel covers.



The engine compartment is pretty clean, but the industrial strength shut off valves on both the heater hoses have to go.





I am not a big fan of the trailer hitch, but removing the hitch will require disassembly of the exhaust system, so the hitch will stay for now.

The interior is in very nice shape.



One thing missing was the glove box door.

going to tell you how much I paid. Mike told me that he had boxes of parts that went with the car, but as I was going to have the car shipped, I told Mike that if the part did not fit in the trunk, then it had to remain with Mike.

Once the deal was done, a little bit of drama took place. First, Mike's credit union insisted on holding my check for a full two weeks before releasing the funds, despite federal law to the contrary. Then it took me nearly two months to get the car shipped to Texas. Mike lived in the middle of nowhere, fifty miles northeast of Sacramento,

two miles off of the main highway on a dirt fire road. I had a devil of a time finding a truck driver willing to go get the car. Finally, the car got picked up and brought to my shop.

The Sprint turned out to be even nicer than expected, a rare occurrence in my experience. The Sprint is wearing an older restoration, but has been lightly used since its restoration. Not a show car, but a very nice, above average driver car.

So you ask, what needs to be done? The Sprint came with 14" wheels and tires that could be two or twenty years old. Also, I am not a huge fan of the wire wheel covers. So new wheels and tires are in order.

One thing that was missing from the Sprint was the glove box door. Mike looked for the door, but could not find it. I was not as concerned about the door itself as I was the Sprint-only trim. Luckily, I found a complete door in very nice shape on eBay. It just need to be painted gold. Please note the very rare factory clock. A prior owner had also installed an alarm system in the car. I will need to investigate.

Although the car stops, the brake pedal has excessive travel and feels a little hard, so some brake work is indicated.

The Sprint came with an over-stuffed envelope of receipts indicating that the Sprint had spent its whole life, up until 1996, in Southern California. Included with the receipts was an original newspaper advertisement, circa 1996, advertising the car for sale from the original owner. Don't we all love the price?

I have not decided what I am going to do with the Sprint once I am finished cleaning it up, but I will probably put it up for sale. So if you have been looking for a nice red 1963 Sprint hardtop, this might be the one for you.



—Jeff Schira (FCA #6235)
Mansfield, Texas

FALCONS FOR SALE



Wonderful late 1962 Futura with the Thunderbird roof. Fascinating history—one owner from 1964 to 2001. 170 six, automatic, radio and heater and back up lights, light tan in color. Smooth, solid, quiet and right as can be. 99,000 miles, uses no oil, we regularly take it on 600 mile round trips. Other pictures available. \$9,995. Robert Ulrich, 7392 Hollyhock Lane, Manitou Beach, MI, 517-605-2148. MI. 180504



1962 Falcon two-door wagon. Rare two-door station wagon body style. 1974 Ford Torino running gear. 250 ci six-cylinder with electronic ignition. New C4 three-speed automatic transmission with cooler. New paint with original Baffin Blue color, white top and black interior. New upholstery, carpet, headliner, door and window handles, windshield, window channels, door and tailgate rubber, gas tank, exhaust, radiator with electric fans, alternator, wiring harness. Updated dash with new electric gauges and new knobs. New ignition switch and door locks. Two-speed electric windshield wipers conversion. New electronic stereo radio with front and rear speakers. Rebuilt heater/defroster with new blower motor. New insulation throughout. 14" wheels and tires with updated brake system. Florida title. \$12,900. Email, call or text Ron Brooks, ronbrooks20@gmail.com, 407-810-7357. FL 180440



I am selling my 1963 Ford Falcon Futura convertible which I've owned since 1988. All stock, all original with new top installed in 2018. Seats and dash were re-upholstered prior to owning; no cracks in either. Seats retain original

Falcon emblem on back seat and seat belts for four are installed. Original four-speed on the floor, original 170cc engine. Beautiful looking car; it's been kept in garage and everything works. Mileage is 77,836; I bought it with approximately 68,000 miles. Asking \$18,000. Additional photos available upon request. If you would like other information, please contact Pbelway@gmail.com or 415-810-4712. CA. 180406



1963 Falcon Deluxe four-door wagon, 260 V8 automatic, in stock condition, chrome and glass good, five-lug rim and radials, blue and blue with bench. 71B code, runs and drives good, \$6,500. Contact Chuck Gates, 360-452-4483 or mona@onlymarine.com. 180405



1963½ Ford Falcon Sprint with rebuilt V8 engine. Four-speed, older restoration, owned for 30 years, \$15,000. Chuck Gates, 360-452-4483 mona@onlymarine.com. 180406



1963½ Futura convertible for \$20,000. 77,500 low original miles. The rebuilt 200 CID engine with three-speed automatic runs well. We drive the car about once a month, but it spends most of its time in a garage which keeps the body in excellent condition. The interior, which is original in appearance, remains in good condition. Front passengers enjoy bucket seats. The body is red and white. Additional photos via email jisage@sbcglobal.net. The convertible top is in excellent condition. Special

features include dual exhaust and continental kit. The car has won trophies in the daily driver category. Contact Jane at jisage@sbcglobal.net or 916-489-4933. CA. 180506



1963½ Ford Falcon Futura convertible, restored inside and out to factory specs. Corinthian white with red interior and black rag top, bucket seats, original rebuilt six cylinder and four speed on floor (rare combo). Runs and drives great. \$27,000. Call Doug, 573-380-1880. MO. 180408



1964 Ford Falcon Sprint convertible, V8 engine, Maroon with black top, very good condition with 229,353 miles. Only one owner and has been garaged for last 30 years (in carport before that). This Falcon was owned and lovingly cared for by my father who passed away in December 2017. He drove it on weekends; I'm not sure when he last took it out. It has had some updates that I am aware of—the carpet and upholstery. Dad was a proud member of the Falcon Club of America, and I know he would be thrilled to sell his “baby” to a fellow member. This car has quite an exciting story attached to it. Email me if you are interested in the car and I will be glad to fill you in on the story as well. Asking price \$19,990 OBO. Patricia Hare, hare.tricia@gmail.com. Northern VA. 180429



1965 Falcon four door wagon, 170 six cylinder automatic, tinted glass, body sheet metal in decent condition. Floors need to be replaced and needs underbody repair. Car needs full restoration or can be used for parts. Asking \$1000 or best offer. Contact Harry at 586-771-1898 or 85bajaharry@gmail.com. MI. 180417

1965 Falcon Futura blue two-door hardtop, six cylinder automatic, 102,800 miles, runs good, body paint and glass in good condition, 14” wheels and rims, \$17,000 Canadian currency. Contact Keith by text at 519-437-9083 or kmulvey@ezlink.on.ca. Ontario, Canada. 180405



1965 Falcon two-door wagon. Undercarriage has all been replaced. Car came with a 289, but now has a 351M that has been bored .060 over. It has a 650 Holley carburetor, MSD ignition and lots of chrome under the hood. C4 automatic transmission converted to floor shift. The shift is the slap stick as this car was being built for a race/stock car. Ford nine inch rear end; brakes replaced with new drum brakes and suspension beefed up to handle the race aspects. Motor, trans., rear end, brakes, and suspension is all new. The wire harness has been replaced with a new harness from American Auto Wire. This harness has every wire marked where they go. There are like 21 fusible connections to wire the car. Car's stripped down for restoration. I have most of the parts; included also are a lot of new parts. I have all the glass. Car is Turquoise with a pretty straight body for the year, with some rust behind the rear wheels. Floor pans replaced. I have a book of receipts with \$5,000 in the motor alone which has been balanced and blueprinted. I've had it running since the new components have been installed. It sounds very nice but I haven't driven it yet. Odometer says 100,000 miles but the drive train has next to zero miles. Reduced price to \$7,500. Rick Birr, rick65wagon@gmail.com, 480-577-8556. AZ. 180417

1965 Sprint, \$2,500; 1965 Futura hardtop, \$800; 1965 Futura convertible, four speed, \$1,500; 1964 Futura hardtop, bare body in primer on rolling chassis, including many interior and exterior parts, \$6,400; 1964 Futura convertible, \$1,000. 1964 Sprint 289 V8 with headers and floor shifter, bucket seats, \$2500; 1964 Futura hardtop with Comet dash and 302 V8, three speed, \$2500; 1963 Deluxe Station Wagon, \$1,500; 1960 two-door Comet, \$500. JL Branson, 4097, Hwy T, Marthasville, MO 63357, 636-228-4501 or jlwbranson@mail.win.org. 180520

FALCONS WANTED

Looking for a 1963 Super Deluxe Squire Wagon, body number 71D, in good driving condition. The ideal car would have a V8 and manual transmission. Call or email John at 408-628-7397 or jliessandrello@msn.com. CA. 180511

—Continued on page 18



Lindalu's 1963 Falcon Futura Convertible

*The Star of the Banks
High School Class Reunion*

On June 20, 1963, my father purchased this Falcon (3H15U175740) from O.Z. Hall Ford in Birmingham, Alabama. My older brother, John, had graduated from high school in May of 1963 and the Falcon was purchased for him to drive to college at Auburn University. On February 21, 1966, my brother's 21st birthday, my father bought him a 1966 Ford Mustang. This was during my senior year of high school and the Falcon became my car. As you can imagine, it very soon became the favorite car of all my friends!

When I married my husband David in 1968, I was working in Birmingham while he was in law school. I drove the Falcon back and forth to work daily, then he drove it to school after we got a newer car for me. David has always been an old car enthusiast and we had several older cars off and on during our early married life. We were either using the Falcon as a daily driver or it was parked at my parents house during periods that we did not need it. It became our "extra car" on an as-needed basis.

—Continued on pages 17 and 22



By
Lindalu Barber



Lindalu proudly displays her "Longest Owner Award" at the Tennessee Regional. The award is given to the one whose Falcon at the show has been personally owned for the longest time.



—Continued from page 15

PARTS FOR SALE

Parting 1960–65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Steve, 360-430-0143. WA. 180503

Heidts coil over, disc brake, and rack and pinion front suspension, originally for a 1965–66 Mustang and currently welded to short pieces of front frame rail for a 1965–66 Mustang. Heidts four-link rear suspension, Heidts frame connectors and cross brace. Also have an Ididit chrome steering column that was intended for the same Mustang project. I had planned to use all on my 1965 Ranchero and test fit seem to work but might need some modifications, but have sold the Ranchero, I never installed any of it on the Ranchero so not sure of fit. \$1,500. Need to pick up. Jim, 573- 864-3153. MO. 180505

1963 Falcon Futura parts: Original chromed ribbed console with gray vinyl sides for 1963 Falcon Futura. Very good condition inside and out. \$250. Pictures upon request. New Walbro electric fuel pump, Ff30000271-27017 1, 12amp fuse required. \$75. William Porter, 772-349-8898. FL. 180507.

1963 Falcon Futura convertible parts: door and windshield chrome, glove box, emergency brake cable and handle. Front fender spears, hood scoop, front fenders, hood, trunk lid, bumpers, 170 engine, two-speed transmissions, starters, generators, miscellaneous chrome pieces, padded dash, radio, electrical, gauges, cables, etc. Selling as a lot. Make me an offer. Oliver Jergensen, 360-631-8213. WA. 180516

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,499. 1964 NOS headlight assembly, \$300 pair. 1962–63 NOS Falcon cowl top, \$199. 1964 NOS Falcon backup lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 backup lamp kit, part #C5DZ-15499-A, hardtop/sedan, \$359. 1965 NOS Falcon backup lamp kit, part #C5DZ-15449-B, Wagon/Rancher, \$399. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. NOS Falcon/Comet 170, 200 six cyl. exhaust manifold, \$89. 1963–65 Falcon Sprint California air cleaner with PVC tube on the top, \$399. 1963–65 Falcon/Comet, 14", four lug, chrome slotted wheels with B.F. Goodrich tires, \$950. 1963–65 Falcon bucket seats, black, usable or recover, \$950. 1963–65 Falcon/Comet four-speed shifter with knob, \$199. 1963–65 Falcon/Comet top loader shifter box with linkage, \$450. 1965 NOS Falcon Ranchero/Wagon gas cap, \$179. 1963–65 Falcon/Comet six cyl. valve cover, black or red powder coated, \$125. 1963 Falcon Sprint intake, carb, air cleaner with filter, valve covers, \$499. 1963 Falcon spears, \$100. 1963 Falcon hood scoop, new chrome,

\$145. 1963 Ford FE, 3x2 setup, intake, carbs, lineage, air cleaner, NOS air filter, fuel log, \$1,400. More NOS, used and Scott Drake reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 180522

Parting out four-door Falcon Futura 260, V8, power steering, eight inch rear end, five lug wheels. All chrome, doors with window chrome, hood, trunk lid, gas tank, tail lights, rear window. 35 year collection of parts. Excellent 1965 Mercury Caliente grille. Bob, 806-683-3550. TX. 180523

Three 2100 Ford carbs, C40EA-E 1.01, C6DB 1.14, C7DE 1.02 for rebuild, \$60 each. 351 Windsor Edelbrock Performer intake, \$175. Many Autolite 4100 carbs for sale, no HiPos. R-8 exhaust manifolds, \$225 pair. C2DZ-17696-A Falcon outside mirror, NOS, \$100. C3DZ-13208-A parking lens, amber, NOS, four pieces, \$15 each. All prices plus shipping. John Simone, 413-336-5307, Easthampton, MA. 180525

1960–63 Falcon/Comet dog dish hubcaps, \$20 each. 1964 260-289 distributor, \$25. 1965 four blade fan, NOS, C5AZ 8600, \$25. 1965 V8 bellhousing, #C5DA 6394, \$75. 1970 351 W heads big valves, \$75. 1976–79 Granada four speed with O.D., \$150. Roger Kosecki, 989-753-2686. MI. 180527

All NOS: C0DZ-3047-A, upper control arm shaft kit, \$65. C0DZ-3350-B, steering arm and bushing, \$95. C0DZ-3049-A, upper ball joint spindle support, \$65. C0DR-7A039-B, trans. ext. assy., \$75. C0DF-13206-B, front park/turn signal lamp housings, \$200 for pair. C0DF-5630-C parklamp lens, \$24. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DF-11654-C headlamp switch, \$90. C0DZ-7210-B shift selector lever, \$55. C0DZ-9A586-A & B carb rebuild kits, \$60 each. C0DD-5A283-F, exhaust hanger, \$50. C0DF-12370-A, Autolite vacuum control, \$36. C0DF-13304-A, turn signal plate, \$30. C0DZ-9155-A, Autolite FG-4 gas filter, \$15. C0DZ-2128-A, wheel cylinder repair kit, \$5. C0DF-13304-A, turn signal plate, \$30. C0DZ-1126-B, rear brake drum, \$130. Much more. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 180509

1960–63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, \$275 for set; 1962–63 Squire wood grained gas cap, NOS in box, \$250 each; and 1962–63 stainless Squire gas cap, NOS, no box, \$195. 1962–63 hood scoop, excellent used condition, \$200; 1963 "deluxe" fender spears, three sets, \$75–\$150.00 per set; 1962–63 fender top ornaments, restored, \$75–\$100 per pair; 1960–65 V8 motor mounts, frame mounts, bolts, "C" brackets and heat shields, \$200, eight pieces, five bolt, 14" stock Falcon/

Fairlane wheels, \$50 each, a set of five for \$200; four bolt 13" wheels, \$25 each, set of five for \$100. Sprint horn ring, driver quality, \$65; 1960-65 Falcon jacks, restorable, \$100 set of four pieces; 1960-65 four door sedan doors, stripped or complete, no rust, \$100-\$200 each. 1960-65 station wagon tailgate cranks, good used condition, new keys, \$250; 1960-62 two speed electric wiper change-over, complete, \$250; 1965 two speed wiper conversion: wiring harness, switch/bezel motor/bracket, \$295; 1968-70 LR taillight surround, excellent used condition, \$95. 1968-70 taillight lens, excellent used condition, \$50; 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300; dash cluster, great shape, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, CO or visit us at www.kelloggsgarage.com. 180508



14" steel rims x four inch, four hole, four inch on center. Removed from 1962 Falcon. Five rims, \$25 each or \$100 for the five. Pick up only. Contact Denmuther@comcast.net. IL. 180432

1963 Falcon Futura convertible parts: door and windshield chrome, glove box, emergency brake cable and handle. Front fender spears, hood scoop, front fenders, hood, trunk lid, bumpers, 170 engine, two-speed transmissions, starters, generators, miscellaneous chrome pieces, padded dash, radio, electrical, gauges, cables, etc. Selling as a lot. Make me an offer. Oliver Jergensen, 360-631-8213. WA. 180416

Don Branson's 35 year collection of good used parts for 1960-69. Hoods, \$75; doors, \$75; grilles, \$150-\$800. Headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels, hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357, phone 636-228-4501; email jlwbanson@mail.win.org. 180520

PARTS WANTED

I am looking for a rebuilt steering box for my 1964 Ranchero. The tag on it is HCA-AP. It has a 1⅞" (1.125) sector shaft. It is a long-steering shaft type and seems to be a "rare one." Bob Smith, pair4s@verizon.net, 412-225-6301. PA. 180506

One pair of 1963-65 Falcon/Comet 289 HiPo exhaust manifolds, as described in Tech Section of Feb 2000 *The Falcon National News*. Similar to Ford's HiPo manifolds introduced in 1963 for the Fairlane, these Falcon manifolds were specially modified to fit within the narrower Falcon. They were manufactured ca 2000 and distributed through Northwest Classic Falcons. These are NOT the 1965-66 Mustang HiPo manifold reproductions, which will NOT fit. Any source leads appreciated. Chris Parsons, indeoconfidimus@gmail.com. NJ. 180508

Wanted: 1963-65 header bow in good condition. Call or text Dan, 309-241-4823. IL. 180510

1966 Falcon: need the rear wheel moldings, door edge guard moldings, horn ring, dash plastic, single speed wiper. Contact elvissugar@hotmail.com. IL. 180512

Falcon 289 HiPo exhaust manifolds. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 180402

1963 Falcon Delux two door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and/or manual tailgate window parts, tailgate springs hinges, etc. Keith Litteken, 11394 Revere Ln., St. Louis, MO 63128-1416; 314-480-2556 or kslitteken@aol.com. 180509

1960-65 Falcon two door station wagon outside, stainless steel, window trim. I am particularly interested in the trim for the back seat windows, but will consider all, partial sets, or individual pieces. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO. 180508

WANTED: "Falcon Club of America" license plate. The tag will go on my SCCA GT-1 1963 Falcon race car. The car is a tube frame GT-1 car that is bodied as a 1963 Hardtop. 200+ at Daytona! This car needs a FCA license plate. Doug Richmond, 854 Dawson Dr., Newark, DE. doug@richmondsautomotive.com. 180414



The Shelby Shop in 1965 is near capacity with production and racing Cobras, a Ford GT40 and a Shelby GT350 Mustang in various stages of completion.

TOTAL PERFORMANCE — POWERED BY FORD

BY MICHAEL T. LYNCH

This article was originally published in *Art of The Car Concours*, June 26, 2016.

While it may not specifically refer to Falcons, we know that Falcons played a role in Ford's racing history and were used in the day-to-day operations at the Shelby Operations Facility..

1955 saw the worst disaster in motor racing history when a car went into the crowd at Le Mans in France killing over 80 spectators. As manufacturers in the U.S. poured money into racing, new technology allowed greater speeds. However, some of the race courses were now inadequate in spectator and driver protection and fatalities happened in America and other countries as well.

In 1957, the U.S. Automobile Manufacturers Association adopted a resolution that forbade its members from taking a direct part in motor racing or advertising race successes. It also encouraged carmakers to play up safety in their advertising and marketing. Robert McNamara, then President of Ford, put the company on the safety road by adding seat belts and dished steering wheels to Ford's products. However, when McNamara left the company to become John F. Kennedy's Secretary of Defense, a new generation of managers moved up.

One of these was Lee Iacocca. He was aware that the first wave of Baby Boomers would soon be of car buying age and Ford's stodgy line was unlikely to attract them. Market research showed that this segment was attracted to performance cars and

auto racing. This would lead Ford to a promotional program built around racing and performance called Total Performance.

Ford was already producing performance parts for teams that raced Fords, labeling them as Police or Heavy Duty parts and the company was active in both NASCAR racing and drag racing, without recent success in the former which was dominated by GM products in 1960–61–62.

Iacocca sold the idea of a program within Ford that would encompass racing, advertising and promotion. At its beginning, it had few details, but it was intended that various racing initiatives would be added as the program became more defined.

Citing the spotty record of compliance with the manufacturers' resolution, Henry Ford himself announced on June 11, 1962 that Ford would no longer honor the agreement. The commitment to the Total Performance program was now official and funding would come from the various divisions' marketing and planning groups. Supposedly, this would assure that brand image and production cars would be the beneficiaries of the promotion. The result would change the landscape of racing

and create lore that is still debated in bars, bistros and pubs around the world. No manufacturer has since mounted as ambitious a program and there was some serendipity in what came next.

Carroll Shelby, an ex-race driver who wanted to become a manufacturer, was already working on putting Ford V8s into small British AC sports car chassis in 1961. His Shelby Cobra was introduced at the New York Auto Show in April 1962. The Cobra was faster than a Ferrari and cost half as much. This led Ford's original tepid supply of a few engines to Shelby to turn into financial support and access to Ford's dealer network.

Ford had fretted for years about the halo effect of the Corvette on the Chevrolet line and the Cobra soon broke the domination of the Corvette in Sports Car Club of America racing. After winning in America, Shelby decided to take on Ferrari in the Grand Touring Car World Championship series.

The 1963 season was a character builder and the dominant Ferrari GTOs won five of the six Championship events. The problem was that the Cobra bodies were at an aerodynamic disadvantage on the longer European circuits and the Cobras' power was offset by the Ferrari's superior handling on shorter courses.

Cobra came back with a vengeance in 1964. Peter Brock, who is a guest at the Art of the Car Concours today, designed a new coupe body for the Cobras and they were immediately competitive. Ferrari won four of the first five races, but the Cobra team roared back, winning four of the next five. The teams were



The Peter Brock-designed Cobra Daytona coupe led the Shelby Team to the 1965 World Manufacturers GT Championship.

virtually even in points and three races remained; Monza, the Tour de France and Bridgehampton. It was conceded that the Tour would favor Ferrari and Bridgehampton in the U.S. would go to Cobra. Monza was a fast course in Italy and also seemed to favor the Cobras.

Ferrari, obviously having read Machiavelli's book, pressured the Italian Automobile Club to cancel the Monza race, which they did. Victory in the Tour de France clinched the Championship for Ferrari. It was not exactly a display of good sportsmanship, but it worked. Needless to say the Cobra team wanted another shot.

In 1965, after the opening races at Daytona and Sebring, the team was run by Brit Alan Mann, because Shelby was busy with Ford's Le Mans program. Nonetheless, their success was overwhelming. Cobra won 9 of the 11 events and one was especially sweet when Bob Bondurant won the Reims 12 Hours on July 4th, scoring the points that assured the title.

As with the Cobra, events not originally instigated by Ford led to their participation in the Indianapolis 500. At the 1962 Daytona 500 NASCAR race, Dan Gurney was racing a Ford and met Jacques Passino, Ford Special Promotions Manager, so he had a contact at the company. Later that season, Lotus introduced a car with a monocoque chassis at the Dutch Grand Prix. It was based on aircraft design and was more effective than the space frames previously used. Gurney, who was in the race,

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Ford's Total Performance program encompassed many forms of racing. This is one of eight Cobra Drag Snakes made for top-level drag racing.

Lindalu's 1963 Falcon Futura Convertible

—Continued from page 17



In 1969 my brother was tragically killed at the age of 25, which made the car take on an even greater significance in my life, as it had been his car prior to me getting it.

In 1983 more tragedy struck—this time to the Falcon, David was driving the convertible and stopped for a red light. An intoxicated person behind him failed to stop the pickup truck he was driving and crashed into the back of the Falcon, doing severe damage. We hoped the car could be fixed, but were afraid that it would be a total loss. Of course, the drunk driver fled the scene on foot and could not be identified. The registered owner's father called the police later that same day and reported the truck stolen so as to avoid any liability.

Over the next four to five years, we searched for inoperable Falcon convertibles to try and find a rear

clip that was in good enough shape to repair the car. But, after buying three different “hulls” that eventually were not in suitable condition to use, it appeared that we would not be able to rebuild it. David even took me to the shop where the Falcon had been stored while we searched for parts and let me “tell the Falcon goodbye.” It was a tearful time for me as that car was one of my last connections to my deceased brother. I thought the car was gone.

Unbeknownst to me, a friend of David's who knew we were looking for a Falcon, located a two-door sedan that could be cut in such a way that it would fit a convertible. David purchased that car and told the body shop to fix it.

The following Christmas, 1989, after all the presents had been opened at our house, David told me that there was one more present in the basement that I needed to see. You cannot imagine the JOY I felt when I went downstairs and found my beautifully restored Falcon! It was, by far, the best Christmas present I could have ever received.

We still did not drive the Falcon very much as we were so worried about it getting hit again, and it fell into mechanical disrepair over the next several years. Raising three children took precedence over spending money on the Falcon. In 2014, we decided to get the Falcon back to road worthy condition and had some work done on it, including a transmission rebuild, upgrading to 14” tires, new shocks, new leaf springs, an electronic ignition system, and an aluminum radiator to help it run cooler, and we hit the road!

We have enjoyed driving it to many car shows and cruise-ins all over the Southeast. We joined the Tennessee Valley Chapter of the Falcon Club of America, as well as the Falcon Club of America, and the highlight trip, so far, has been our drive to the FCA Nationals in Baraboo, Wisconsin in 2016. We put over 2,400 miles on the Falcon driving the back roads of America's Heartland, seeing all those neat things that one can experience when they get off the Interstate. Needless to say, the Falcon has also become a favorite at all of our high school class reunions, and it's the car that everyone wants to have their picture made with, although I think the guys who bring their vintage Corvette's to the reunions are a little jealous about the attention that the Falcon gets!

“...it
appeared that
we would not
be able to
rebuild it.”

—Lindalu Barber (FCA #15608)
Trussville, Alabama

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The Ford MK IV pictured here won the Le Mans 24 Hours in 1967. It remains the only win at the famous track by an American car driven by a team of American drivers. Dan Gurney and A.J. Foyt were in the cockpit. Note the oil dry spread on the outside of the curve to soak up the oil from a previous leaking car.

TOTAL PERFORMANCE — POWERED BY FORD

—Continued from page 21

saw the new Lotus as a great basis for an Indianapolis car and invited Lotus principal and designer, Colin Chapman, to the Indy 500. Chapman was amazed to see that the dominant Indianapolis roadsters were still front-engined at a time when all Grand Prix cars had their engines behind the driver. There were other retrograde design elements of the Indy cars as well.

Also attending that race was Don Frey, Ford's Chief Engineer. He thought Ford's new lightweight V8, as used in Shelby's Cobra, would make a good basis for an Indianapolis engine. The original intent was to have one of the roadster builders supply a chassis. However, Chapman and Gurney had a July 23rd meeting with Frey already scheduled. The three agreed that Lotus would supply the chassis and Ford the engines for a 1963 Indianapolis attempt with Lotus Grand Prix driver Jim Clark and Dan Gurney in the cockpits. The Indianapolis 500 was about to enter a new era.

When the Lotus-Fords arrived at Indianapolis in 1963, the Indy regulars were offended. The

cars looked funny to their eyes and they were painted green, long a color considered unlucky in American racing. They somewhat changed their tune when Clark qualified fifth. Near the end of the race, Clark's car was fastest on the track and was gaining on leader Parnelli Jones. Jones' car was leaking oil and should have been black flagged for making the course dangerous. When Clark would get close, his car would slide in Jones' oil. Jones' car owner convinced the race stewards that the oil had receded to below the crack line in the oil tank and he was allowed to continue. It was blatant prejudice against the newcomers and American chauvinism at its worst. Scot Jim Clark finished second, but the Americans knew they'd been in a race.

In 1964, Lotus returned, now powered by a new four-camshaft Ford V8 with fuel injection. It was a purpose-built racing engine, not an adaption of Ford's road going pushrod V8. Clark put the new car on the pole, but his suspension collapsed on the 49th lap. Fitted with the new engines, the

Lotus-Fords were now so superior to the roadsters that Parnelli Jones used Clark's new car to win Championship events at Milwaukee and Trenton.

The next year, Clark took the lead on the third lap and held it until a pit stop on lap 65. He retook the lead and held it to the finish of the 200 lap event. Ford had won America's biggest race and the Ford promotion people had something to brag about. The engine would continue in various chassis, winning National Championships for Mario Andretti (1965-66-69), A.J. Foyt (1967), Al Unser (1970) and Joe Leonard (1971). Another Ford target at the beginning of the Total Performance Program was the Le Mans 24



In his third attempt, Scotsman Jim Clark drove this Lotus-Ford 38 to victory in the 1965 Indianapolis 500.

Hours in France, the world's most prestigious sports car race. In January 1963, Henry Ford and Lee Iacocca had studies done that led to talk of trying to buy Ferrari, at the time, winner of the race in five of the last six years. The analysis said it would be cheaper to buy Ferrari than create a Le Mans program within Ford.

After lengthy negotiations, Ferrari abruptly backed out of the deal, feeling he could not operate under Ford control. This led to Ford starting their own program. The first attempt was with British designer Eric Broadley, who had a small company building Lola racing cars. In 1963, with no connection to Ford, he entered a rear-engine coupe with Ford V8 power at Le Mans. It did not finish the race, but the effort did lead to a year-long collaboration with Ford that created their first Le Mans prototype, the GT-40, supposedly named because it was 40 inches high.

Le Mans was one race in a series that produced a World Champion Manufacturer and the GT-40 made its debut at the German Nurburgring in 1964. The team was run by John Wyer, a former manager of Aston Martin's racing efforts. Like the Cobra's first season, it was a learning experience. One car was entered and it retired. At Le Mans and Reims, three cars were entered each time, and again, none finished. After Reims, Ford terminated their season. At the end of the year, the cars were pulled from Wyer and put in the care of Carroll Shelby who had shown he knew how to win with a Ford powered car.

Shelby proved his mettle in 1965 with a revised car garnering a first at Daytona and second at Sebring, but when the team got to Europe the season deteriorated rapidly. One bright spot was at Le Mans where Shelby had two of the cars fitted with modified 427 cubic inch NASCAR engines. They were far and away the fastest cars in the field, but all



Mario Andretti and his wife, Dee Ann, celebrate Mario's win at the 1967 Daytona 500 in a Holman-Moody prepared Ford. It was the first time an Indianapolis driver beat the NASCAR regulars in their biggest race.

—Continued on page 28

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661-619-0677 / 661-587-8539
Meet first Tuesday of the month. Call for location.

COLUMBIA RIVER CHAPTER
Allen Shade
157 Aiki Road, Woodland, WA 98674
360-225-7403
Meet first Thursday monthly, 7:30 PM, Mar–Nov,
Benny's Rod & Custom Pizza Café,
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER
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Bob Snider, 510-278-0519
636 Via Pacheco
San Lorenzo, CA 94580
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See montereybayfalconclub.com for
meeting info.

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Roger Moore
126 143rd St. SE, Lynnwood, WA 98087
206-290-3093
luva65falconwagon@frontier.com
Meetings third Wednesday, bi-monthly Jan–Nov.
See rainierfalcons.com for more info.

RIVER CITY FALCONS CHAPTER
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910 Cottonwood Street
Woodland, CA 95695
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Round Table Pizza, 1566 Howe Ave., Sacramento

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Rohnert Park, CA 94928
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SOUTHERN CALIFORNIA CHAPTER
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6331 Marsha Avenue
Simi Valley, CA 93063
805-583-4403
Meet second Sunday even numbered months, Hill Street
Cafe, 3301 N. Glenoaks Blvd., Burbank, CA 91504

North Central Region

Regional Director **Jack Ellis**
17860 168th St., Basehor, KS 66007
816-806-1806

BEEF STATE CHAPTER
Rodney Gerdes
807 Elmhurst Dr., Papillion, NE 68046
402-306-2507
Contact rgerdes4@cox.net for details

GATEWAY CHAPTER
ST. LOUIS, MISSOURI
Rich Albert
1805 Main Drive, High Ridge, MO 63049
636-677-4670
Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER
Tom Washburn
16675 Orchard Valley Dr., Gurnee, IL 60031
847-244-4821
Meeting TBA

RAPTOR CHAPTER
Charles T. Mans
P. O. Box One, Princeton, IL 61356
815-200-6948
Meeting TBA

MID AMERICA CHAPTER, KANSAS CITY
Jim Boyer
jlmac357@gmail.com
816-806-5102
Meet first Thursday monthly, 816-288-7649

WHEAT STATE CHAPTER, WICHITA, KANSAS
Christopher Slifko
15123 E. 60th, Derby, KS 67037
316-640-0495
Meet second Saturday, even months

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Gordon Leslie
12300 Churchhill Ave., Southgate, MI 49195
734-225-1067
Meet first Sunday bi-monthly, Southgate Holiday Inn,
17201 Northline Road, Southgate, MI 48195

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SPRINGFIELD, MISSOURI
Jerry Kendall
953 Burk Road, Highlands, MO 65669
417-761-2677
Meet second Sunday even months, 2 PM, Panera
Bread, N. Kansas Expressway, Springfield, MO

South Western Region

Regional Director **Todd Gaudin**
19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607; toddgaudin@yahoo.com

ALAMO CHAPTER, SAN ANTONIO, TEXAS
Kevin and Georgia Hicks
325 Sollock, Devine, Texas 78016
830-708-9293
georgia.hicks@sbcglobal.net
Meet second Sunday monthly
Pig Stand, 1508 Bldwy., San Antonio, TX

CAPITAL CITY CHAPTER, AUSTIN, TEXAS
Gary Brubaker
9200 Bradner Drive, Austin, TX 78748
512-289-5153
Meet third Saturday monthly; time and location
vary. Contact garybrubaker@hotmail.com or
call for details.

HEART OF TEXAS CHAPTER
DALLAS/FORT WORTH
Ryan Murphy, 940-300-3788
ryan_murphy_1981@yahoo.com
307 W. Locust, Whitewright, TX 75491
Meet second Saturdays of even months only.

LONESTAR CHAPTER, TEXAS
Mickey Rosewell
112 Denman, Mt. Pleasant, TX 75455
903-572-9593
Meet third Sunday monthly. Call for information.

NORTHEAST TEXAS CHAPTER
David Gunnells
1786 Turkey Road, Gladewater, TX 75647
903-759-6850
For Club information, contact David

SOONER STATE CHAPTER
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Jordan Mixon
jordanmixon@hotmail.com
Meet third Saturday monthly. Call for information.

SPACE CITY CHAPTER, HOUSTON, TEXAS
Danny Naramore
247 Blackwater Lane, Houston, TX 77015
713-703-5110
Meet second Saturday monthly. Prince's Drive=in,
6:00 PM, 11460 Fuqua at I-45 (Gulf Freeway).

THIRD COAST CHAPTER
HOUSTON, TEXAS
Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607
Meet third Saturday of even months; Valley Ranch
BBQ, 22548 SH 249 at Spring Cypress, 5:30 PM.
Check website or call to verify.

Mountain Region

Regional Director Kent Whisenand Jr.
7190 W 24th Place, Lakewood, CO 80214
720-480-4910; kw65falcon@gmail.com

ARIZONA CHAPTER, PHOENIX

Greg Lyons
8845 Silver Spur
Flagstaff, AZ 85014
928-527-1056

Meet second Saturday except June, July, August;
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

MILE-HI CHAPTER

Jim diZerega
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Ft. Collins, CO 80526
970-266-0888

Meet third Friday monthly, 303-857-9360

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Grand Junction, CO 81503
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228-596-9160

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Lou Kosa
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850-293-1131
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Meeting info posted on Facebook page.

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Green Lane, PA 18054 • 215-234-8833
Meetings TBA

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Trenton, OH 45067 • 513-312-8799
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CAROLINAS CHAPTER, NORTH CAROLINA

Tony Honeycutt
6477 Mount Pleasant Rd. S.,
Concord, NC 28025
980-621-1787; exeasy_98@yahoo.com
Meet monthly. Call for dates and locations.
Call 704-792-2122 or 980-621-1787.

MASON DIXON CHAPTER

CAMDEN, DELAWARE
Patrick Varricchio
4 Kilkea Ct., Nottingham, MD 21236
410-256-2834; steeler306@comcast.net
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA

Ricky Kerbow (January-June)
166 Crowell Rd. SE, Conyers, GA 30094
770-560-3964; mkkerbow@bellsouth.net
Bobby Chester (July-December)
2617 Camp Wahsega Road
Dahlonega, GA 30533
678-878-5016; twosprints@gmail.com
Meet first Sunday bi-monthly; call for details.

SUNCOAST CHAPTER, FLORIDA

Bill Shira, 433 Sandestin Dr.,
Winter Haven, FL 33884-1318
863-206-1990; shirawd@aol.com
Meet monthly. Call for details.

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237 Foxfire, Cloverdale, VA 24077
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December. See website for locations.

TOTAL PERFORMANCE — POWERED BY FORD

—Continued from page 21

the Fords failed to finish, as did all the factory Ferraris. Nonetheless, private Ferrari entries took the first three pages. That was the end of Ford's 1965 season, and Ferrari had now won six of the last seven Le Mans, something that was hard for Ford to swallow after Ferrari's sudden departure from the purchase negotiations.

Just as with the Indianapolis program, the third year of the GT 40s would prove to be successful. The Fords opened the 1966 season with a 1-2-4-5 at Daytona and swept the first four places at Sebring. They were unsuccessful at Spa and the Targa Florio, but bounced back for Le Mans. After an epic battle, the Fords crushed Ferrari, finishing first, second and third. It was a joyous celebration, although the PR types had cheated the fastest drivers out of the victory. They tried to arrange a dead heat between the two leaders, but the ever logical French awarded the places on where the cars started on the grid, declaring the one furthest back had traveled the longest distance. This cost Ken Miles and Denny Hulme the win. Ford also won that year's Manufacturers World Championship. All the company's goals had been reached. Despite that, the firm decided to come back in 1967, stating that their plan was to win Le Mans a second time. It didn't start well and the new Ferrari P4 made hash of the Fords at Daytona, with the best factory Ford finishing seventh.

Ferrari only entered two cars for Sebring, a two-liter Dino and one of the previous year's P3s. When the latter retired, the Fords cruised to a 1-2-3 victory. The two teams did not meet again until Le Mans. It was again a battle of the giants. Two of the Fords were taken out in a single accident, but one of the new Mk IVs took the victory, followed by two Ferraris and another Mk IV. Henry Ford himself was there to see it and Dan Gurney, who had co-driven with A.J. Foyt, sprayed the crowd with champagne-making sure Henry was out of range - beginning a tradition that still exists. It was the only win in Le Mans history with an American-built car, an American crew and American drivers. Ford's Total Performance program was on top of the racing world. John Wyer's own team would win Le Mans in 1968-69, making it four in a row for Ford in the French event.



In February 1962 the first engineless AC arrived in Los Angeles. It is seen here at Dean Moon's shop where the Ford V8 was installed in one day while Shelby, sitting in background, watched. Shelby and Moon, a hot rodder and speed equipment manufacturer, drove the car that night.

Although the three initiatives described were Ford's intended aims at the beginning of the program, RT Ford also financed a British firm that built racing engines. These were badged Cosworth-Ford and won in International Formula 1, 2 and 3 series. In 1967, Cosworth introduced a Formula One V8 that won 10 Drivers World Championships and 12 Manufacturers titles. Ford's American championships included NASCAR in 1965-68-69, three Trans Am series and many lesser road races. Ford also had a major impact on International rallying and drag racing.

On the road, Ford created the pony car market segment with the Mustang and Shelby built a killer version of the car that won SCCA championships. Total Performance recognized market changes, upgraded Fords image and sold lots of cars. All good things must come to an end, and the gas shock of the early seventies, along with the boomer families now needing sedans, took the spotlight off muscle and sports cars and most of the programs stopped. It had been a great ride and Ford had shown that American engineering was the equal of any other country in the world.

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dark—"because that is the way the miners do it." A guide will be in each elevator who will leave the elevator lights on if anyone in the group has trouble with the 90 second ride. Upon arriving underground, we will board a tram that takes us into mined-out areas. There we will see naturally occurring geologic formations and artifacts left behind by miners over a period of 85 years. We'll see exhibits that tell the story of salt mining, the geological history of the area and how these vast salt caverns under Hutchinson have been used to store over seven million documents. There are salt mining galleries and an interesting large display of movie memorabilia from Underground Vaults & Storage.

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for events and technical articles

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Letter to the Editor

Good morning Falcon Club of America,

I just wanted to write and let you know how much I like the monthly *News*. I recently became a member after purchasing a project 1965 Ranchero.

One of my dilemmas was finding a fly wheel/ring gear for an 8½" clutch set up. I have located a source in Wisconsin and thought it might be helpful to the club. The contact information is: 1985rmodelmack@optonline.net. This man has a ring gears for all sorts of applications.

—Brian Rice (FCA #16187)
Wayne, New Jersey

If you have comments or suggestions for our readers,
send them to fca.editor@yahoo.com.

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JUST FOR FUN



On page 16, Lindalu Barber's convertible was the star of her 1966 class reunion. *Just for Fun* looks at just what life was like when those students graduated in May of 1966.

- ¹ End of year Dow Jones Industrial Average: 785; Average Cost of new house: \$14,200; Average income/year: \$6,900; Gas per gallon: 32 cents; Average cost of a new car: \$2,650
- ² May 1: Last British concert by Beatles at Empire Pool in Wembley²
May 5: Stanley Cup—Montreal Canadiens beat Detroit Red Wings, 4 games to 2
May 7: Mamas & Papas "Monday Monday" hits #1
May 12: St Louis' Busch Stadium opens, Braves lose to Cards 4-3 in 12 innings
May 16: Stokely Carmichael named chairman of Student Nonviolent Coordinating
May 24 "Mame" opens at Winter Garden Theater NYC for 1508 performances
May 30: Indianapolis 500—Graham Hill wins; U.S. launches Surveyor 1 to the moon
- ³ Movies showing: *Fahrenheit 451*; *The Fortune Cookie*; *The Russians Are Coming, the Russians Are Coming*; *Who's Afraid of Virginia Woolf?*; *The Chase*; *Stagecoach*; *Alfie*; *Frankie and Johnny*
- ² Famous birthdays in May 1966: Actor Stephen Baldwin; Singer Darius Rucker, NBA guard Pooh Richardson; NBA forward Danny Manning; NFL running back Thurman Thomas
- ⁴ On the TV: *Bonanza*; *Gomer Pyle, U.S.M.C.*; *The Lucy Show*; *The Red Skelton Hour*; *Batman*; *The Andy Griffith Show*; *Bewitched*; *The Beverly Hillbillies*; *Hogan's Heroes*; *Green Acres*; *Get Smart*; *The Man from U.N.C.L.E.*; *Daktari*; *My Three Sons*; *The Dick Van Dyke Show*; *Walt Disney's Wonderful World of Color*; *The Ed Sullivan Show*; *The Lawrence Welk Show*; *I've Got a Secret*; *Petticoat Junction*; *Gilligan's Island*; *The Wild Wild West*

¹ thepeoplehistory.com/1966/; ² onthisday.com/events/date/1966/may/; ³ imdb.com; ⁴ wikipedia.org

HOW TO ADVERTISE IN



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When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

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Individual rate: \$120 per year; Business rate: \$150 per year. Payable annually. Use your own artwork or we can scan your business card to fit. Ad size is 2.4125 inches x 1.3785 inches. Send artwork to fca.editor@yahoo.com.

PAYMENT FOR ADVERTISING

Checks should be made payable to the Falcon Club of America.

Send ads and photos by email to fca.editor@yahoo.com.

Ads and photos sent by mail and payments may be sent to: Janet Wilkerson, FCA Editor
22806 Bradford Ln. Ct., Blue Springs, MO 64015

Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

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